



RACIAL AND ETHNIC DISPARITIES IN TRAFFIC STOPS AND STOP OUTCOMES IN SPRINGFIELD, MISSOURI: 2012-2019

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Executive Summary

This report, requested by Springfield Police Department's Chief Paul Williams, summarizes the results of a study of racial disparities in traffic stops, vehicle searches, driver arrests, and contraband hits for the city of Springfield, Missouri over a five-year timeframe from 2012 to 2019.

- There were 210,725 traffic stops between 2012 and 2019, an average of 30,103 stops per year.
- African-Americans comprised about four percent of the city's driving age population, but comprised nearly ten percent of all traffic stops, on average, between 2012 and 2019. They were the only race/ethnic group whose average percentage of stops exceeded their percentage of the driving age population.
- African-Americans were the only group with an average disparity index over 1.00 between 2012 and 2019. African-American drivers were about 2.5 times more likely to have been stopped relative to their percentage of the overall driving age population.
- There were significant disparities in stops by gender for African-Americans. African-American women were 1.7 times more likely to have been stopped relative to their percentage of the overall population, and African-American men were nearly 3 times more likely to have been stopped relative to their percentage of the overall population.
- African-Americans had the highest average stop rate between 2012 and 2019. All other race/ethnic groups were stopped at a rate lower than the overall average.
- The majority of all traffic stops were male. African-American males made up less than three percent of the population but nearly seven percent of all stops, and eleven percent of all stops involving male drivers.
- Disparities in African-American stops ranged from a low of 1.88 in Beat 11 to a high of 3.73 in Beat 13. African-Americans were more than 3 times more likely to have been stopped in Beats 21 and 22 relative to their overall population in those Beats, and were nearly 4 times more likely to have been stopped in Beat 13.
- Census tracts with a lower average number of African-American traffic stops were less diverse racially and had larger populations than the moderate and high stop tracts, whereas the tracts with the highest average number of African-American traffic stops tended to be more racially diverse and smaller in population size than low and moderate stop tracts.
- Geographically, the tracts that had the highest number of African-American stops between 2012 and 2019 were concentrated in two parts of Springfield: Central Springfield, in an area just north and south of E Grand St., and North Central Springfield between I-44 and State Rte. 744.
- The disparity index for African-Americans increased from about 2.2 in 2012 to about 2.9 in 2019.

- The stop rate for African-Americans increased from about 47 per 100 driving age African-Americans to about 55 per 100 between 2012 and 2019, with the largest increase in the rate occurring between 2017 and 2018, with a slight dip in 2019. At the same time, the overall stop rate declined slightly from a high of 20.8 per 100 driving age residents in 2012 to 18.5 per 100 in 2019.
- The gap between the African-American stop rate and the city's overall stop rate grew from 25.2 per 100 in 2012 to 36.1 per 100 in 2019.
- African-American drivers were arrested at a higher rate than other drivers between 2012 and 2019.
- The DWI arrest rate for African-Americans was lower than the overall rate each year.
- African-Americans were stopped for equipment violations at a slightly higher rate than would be predicted relative to their overall population between 2012 and 2019.
- There was a consistent gap in stops for license violations between African-Americans and all drivers from 2012 to 2019.
- The disparity index for African-American stops that resulted in searches increased from 2012 to 2019. African-Americans were searched at a rate that was 72 percent higher than would be predicted given their proportion of all stops in 2012; in 2019, they were searched at a rate that was 95 percent higher (almost double).

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Introduction

This report summarizes the results of an analysis of racial disparities in traffic stops, searches, arrests, and contraband hits for the city of Springfield, Missouri from 2012 to 2019. The results suggest that there is a consistent pattern of substantial disparities in traffic stops of African-Americans in the city and that the highest number of stops tend to be in census tracts with higher proportions of race/ethnic minorities and smaller population sizes. While some argue that racial disparities in traffic stops are symptoms of systematic bias, or racial profiling, on the part of the police, it is important to remember that the motivations of individual police officers is incredibly difficult to discern using the type of data examined in this report.

According to Abramovsky and Edelstein (p. 730)¹, “a racial profile is an explicit policy, either written or unwritten, of targeting suspects for search and arrest on the basis of race.” Racial profiling is a violation of federal law under the 14th Amendment’s Equal Protection Clause².

Prior research has shown that there are many factors that can account for racial disparities in traffic stops that are not related to racial profiling. Data showing evidence of racial disparities in traffic stops is necessary but not sufficient for proving that racial profiling exists in a community. Unfortunately, due to the limitations of the empirical data that is available, only a small number of these other possible factors were able to be examined in this study, which makes it difficult to reach a definitive conclusion as to whether or not the Springfield Police Department (SPD) engages in the practice of racial profiling.

It is recommended that the results of the study summarized in this report be used as a basis for to continuing dialogue between the Springfield Police Department and the citizens of Springfield on why substantial racial disparities in traffic stops and stop outcomes continue to exist in the city. The results should also be used to work with the community on strategies, training, and policies to be pursued in order to reduce the disparities.

¹ Abraham Abramovsky and Jonathan I. Edelstein. 2000. “Pretext Stops and Racial Profiling After *Whren v. United States*: The New York and New Jersey Response Compared.” *Albany Law Review* Vol. 63(3): 725-742.

² For details of the Equal Protection Clause see http://www.law.cornell.edu/wex/Equal_protection

A Note on the Data

This report will summarize all of the traffic stop data in the city of Springfield as it pertains to racial disparities for the years 2012-2019.

According to the Missouri Attorney General's website³:

"Concerns by the citizens of Missouri and the Missouri legislature regarding allegations of racial profiling by law enforcement prompted the passage in 2000 of Section 590.650, RSMo. That statute requires that all peace officers report specific information—including a driver's race—for each vehicle stop made in the State."

Section 590.650 of Missouri Revised Statutes specifies the information that law enforcement officers must collect when they make a traffic stop.⁴ Specifically:⁵

"Each time a peace officer stops a driver of a motor vehicle, that officer shall report the following information to the law enforcement agency that employs the officer:

1. The age, gender and race or minority group of the individual stopped;
2. The reasons for the stop;
3. Whether a search was conducted as a result of the stop;
4. If a search was conducted, whether the individual consented to the search, the probable cause for the search, whether the person was searched, whether the person's property was searched, and the duration of the search;
5. Whether any contraband was discovered in the course of the search and the type of any contraband discovered;
6. Whether any warning or citation was issued as a result of the stop;
7. If a warning or citation was issued, the violation charged or warning provided;
8. Whether an arrest was made as a result of either the stop or the search;
9. If an arrest was made, the crime charged; and
10. The location of the stop."

This report examines and summarizes the traffic stop data collected by the Springfield Police Department for its annual report for the years 2012 to 2019.

³ <https://ago.mo.gov/home/vehicle-stops-report>

⁴ <http://revisor.mo.gov/main/OneSection.aspx?section=590.650&bid=30357&hl=>

⁵ Beginning in the 2020 reporting year, the Attorney General's Office will be implementing changes to the VSR, including information on officer assignment during the stop, the residential zip code of the stopped driver, and the cause of citations and/or warnings issued to the driver. The new Vehicle Stop Information Form with new additions highlighted is included in the Appendix.

How is race measured?

In the state of Missouri, the race of the driver must be determined and recorded by the officer making the stop, not by the operator of the vehicle. According to the Missouri Attorney General's website⁶, there are two reasons for this:

1. If an officer is profiling based on race, that officer is deciding to pull the driver over based on the officer's perception of that driver's race.
2. If the officer questions the driver about their race, the driver may become confrontational or think their rights are being violated.

Since the driver's race/ethnic status is determined based on the officer's *perception*, it is likely that some groups are underrepresented and others are overrepresented in the traffic stop data, particularly with regard to the status of Hispanic drivers. For example, an officer may classify lighter skinned drivers who are Hispanic as White; while darker skinned Hispanic drivers may be classified as African-American. The rate of such incidences is difficult to calculate but it is worth noting that they potentially bias, positively or negatively, the disparity indicators presented and summarized in this report.

Using Census Data as a Benchmark

In order to try to explain the racial disparities in traffic stops in the city of Springfield this study compares traffic stop data to population characteristics of the city derived from the 2010 U.S. Decennial Census. Specifically, it compares driver characteristics to the characteristics of the overall driving age (16+) population of the city. This study also takes into account some of the contextual characteristics of the areas of Springfield in which stops occur. For the purposes of this study, census tracts delineate the geographic boundaries of neighborhoods in the city, including a separate analysis of data for census tracts that comprise SPD's officer patrol beats. Specifically, the analysis examines whether the overall racial composition of census tracts where a stop occurs was related to racial disparities in traffic stops.

Weakness of Using 2010 Census Data as Benchmark

Census data measures the residential population of a given area. Whether the driving population of the same area shares the demographic profile of the residential population is an important concern. Surveys of transportation and vehicle-ownership rates have suggested that the minority driving population may be significantly different from the minority residential population in a state or locality.⁷

In an effort to account for some of the weaknesses in using census data, this report looks only at the segment of the city's population that was 16 years of age and older at the time of the 2010 Census. However, while this may provide a somewhat more reliable estimate

⁶ <https://ago.mo.gov/home/vehicle-stops-report/vehicle-stops-faqs>

⁷ Michael R. Smith and Geoffrey P. Alpert. 2002. "Searching for Direction: Courts, Social Science, and the Adjudication of Racial Profiling Claims." *Justice Quarterly* Vol. 19(4): 673-303.

of the driving population for a given area of the city, there are significant weaknesses that must be mentioned:

1. Just because someone is over the age of 16 does not necessarily mean that they have a driver's license or a car. In fact, recent studies have found that younger Americans are less likely to have a driver's license or access to a car than they were in the past.⁸ Ideally, benchmark data for racial disparities in traffic stops would be based on data pertaining to the city's official driving population. However, the Missouri Department of Motor Vehicles does not include a field for race/ethnicity when administering driver's licenses, so that information was unavailable for this study.
2. The Census data used for benchmark comparisons are nearly ten years old, and the demographic characteristics of the city have changed for the various race/ethnic groups over the years, which means that the census data used for this study are rough approximations of the overall population, at best, so the results must be understood in this context.

With these limitations in mind, the results of an analysis of racial disparities in traffic stops in Springfield from 2012 to 2019 are examined in detail and summarized below.

⁸ <http://www.umtri.umich.edu/our-results/publications/reasons-recent-decline-young-driver-licensing-united-states>

Demographic Characteristics and Disparities in Traffic Stops

Table 1 shows the demographic characteristics of the driving age population, the average disparity index scores, and average stop rates per 100 for all traffic stops that occurred between 2012 and 2019 in Springfield, MO. Some of the highlights include the following:

- There were 210,725 traffic stops between 2012 and 2019, an average of 30,103 stops per year.
- African-Americans comprised about four percent of the city's driving age population, but comprised nearly ten percent of all traffic stops, on average, between 2012 and 2019. They were the only race/ethnic group whose average percentage of stops exceeded their percentage of the driving age population.
- African-Americans were the only group with an average disparity index over 1.00 between 2012 and 2019. African-American drivers were about 2.5 times more likely to have been stopped relative to their percentage of the overall driving age population.
- There were also significant disparities in stops by gender for African-Americans. African-American women were 1.7 times more likely to have been stopped relative to their percentage of the overall population, and African-American men were nearly 3 times more likely to have been stopped relative to their percentage of the overall population.
- African-Americans had the highest average stop rate between 2012 and 2019. The African-American average stop rate was 50.30 per 100 driving age African-Americans between 2012 and 2019, which was about 2.5 times the average overall stop rate per 100 driving age Springfieldians. All other race/ethnic groups were stopped at a rate lower than the overall average.
- The majority of all traffic stops were male. African-American males made up less than three percent of the population but nearly seven percent of all stops, and eleven percent of all stops involving male drivers.
- Nearly ninety percent of African-Americans who were stopped were Springfield residents, the highest among all race/ethnic groups. Comparatively, the percentage of white residents who were stopped was about seventy-seven percent.

Table 1. Demographic Characteristics and Disparity Index Values for Traffic Stops in Springfield, MO (2012-2019)⁹

	N Stops: 2012-2019	Percentage of Population 16+ (2010 U.S. Census)	Average Percentage Of Stops: 2012-2019	Average Disparity Index: 2012-2019	Average Rate per 100 people 2012-2019
All Traffic Stops	210,725		100%		19.74
White	181,202	90.2%	85.97%	0.95	18.62
African-American	20,452	3.8%	9.72%	2.55	50.30
Hispanic/Latino	4,665	3.1%	2.22%	0.73	14.31
Asian	2,914	1.9%	1.38%	0.71	14.07
Native American	195	0.8%	0.09%	0.12	2.39
Other	1,297	3.3%	0.61%	0.19	3.71
Male	127,054	47.85%	60.28%	1.26	24.54
Female	83,671	52.15%	39.72%	0.76	14.83
White Male	106,589	42.74%	50.56%	1.18	19.52
White Female	74,613	46.12%	35.41%	0.77	12.67
African-American Male	14,394	2.23%	6.84%	2.94	48.44
African-American Female	6,058	1.70%	2.88%	1.69	27.91
Hispanic/Latino Male	3,192	1.94%	1.52%	0.78	12.87
Hispanic/Latino Female	1,473	1.68%	0.70%	0.42	6.85
Asian Male	1,738	0.86%	0.83%	0.95	15.72
Asian Female	1,176	1.01%	0.56%	0.55	9.09
Native American Male	121	0.39%	0.06%	0.15	2.46
Native American Female	74	0.38%	0.04%	0.09	1.51
Other Male	1020	0.65%	0.48%	0.74	12.26
Other Female	277	0.08%	0.13%	1.61	4.19
White Resident	139,091		76.82%		
African-American Resident	18,140		88.76%		
Hispanic/Latino Resident	3,646		78.10%		
Asian Resident	2,464		84.50%		
Native American Resident	144		73.84%		
Other Resident	1,035		79.77%		

⁹ See Appendix for formula used to calculate disparity index.

Table 2. Traffic Stops by Day of Week and Time of Day

	N Stops: 2017-2019	Average Percentage of Stops: 2017-2019
All Traffic Stops		
Sunday	5155	6.60%
Monday	9628	12.30%
Tuesday	11158	14.31%
Wednesday	15137	19.37%
Thursday	14673	18.79%
Friday	13065	16.73%
Saturday	9302	11.89%
Midnight – 3am	13506	17.25%
3am – 6am	2474	3.16%
6am – 11am	10221	13.10%
11am – 5pm	20157	25.84%
5pm – 7pm	7642	9.78%
7pm - Midnight	24118	30.87%

Table 2 shows the breakdown of stops by days of the week and time of stop between 2017 and 2019.

- Stops occurred most frequently on Wednesdays, followed by Thursdays and Fridays.
- Nearly half of all stops occurred between 7pm and 3am, and more than one-third happened between 11am and 7pm.

Traffic Stops, Disparities, and Rates by Patrol Beat

Table 3 shows the demographic characteristics and disparity statistics for traffic stops by patrol beat between 2017 and 2019.

- African-Americans and males were the only groups with disparity index scores greater than one for all of the beats.
- Disparities in American-American stops ranged from a low of 1.88 in Beat 11 to a high of 3.73 in Beat 13. African-Americans were more than 3 times more likely to have been stopped in Beats 21 and 22 relative to their overall population in those Beats, and were nearly 4 times more likely to have been stopped in Beat 13.
- Disparities in male stops ranged from a low of 1.16 in Beat 11 to a high of 1.29 in Beat 23.

Table 3. Demographic Characteristics and Disparity Index Values for Traffic Stops by Beat (2017-2019)¹⁰

	Beat 11	Beat 12	Beat 13	Beat 21	Beat 22	Beat 23	Beat 31	Beat 32
All Traffic Stops	16660	11687	11514	6893	5322	5733	14311	5998
White	14334	10513	9762	5887	4360	4745	11617	4850
% of Population	88.07%	91.90%	90.64%	89.76%	88.77%	87.73%	83.07%	83.14%
% of Stops	86.04%	89.95%	84.78%	85.41%	81.92%	82.77%	81.18%	80.86%
Disparity	0.98	0.98	0.94	0.95	0.92	0.94	0.98	0.97
Rate per 100 White	58.74	35.09	37.63	34.09	32.09	38.48	100.98	74.23
African-American	1402	611	1174	758	759	766	1863	938
% of Population	4.47%	2.00%	2.73%	3.63%	4.65%	5.25%	6.61%	8.26%
% of Stops	8.42%	5.23%	10.20%	11.00%	14.26%	13.36%	13.02%	15.64%
Disparity	1.88	2.61	3.73	3.03	3.07	2.54	1.97	1.89
Rate per 100 African-Americans	113.06	93.57	150.13	108.60	106.60	103.79	203.38	144.53
Hispanic/Latino	538	303	301	172	136	159	344	140
% of Population	2.65%	2.42%	1.43%	0.76%	0.56%	0.97%	4.44%	1.04%
% of Stops	3.23%	2.59%	2.61%	2.50%	2.56%	2.77%	2.40%	2.33%
Disparity	0.86	1.00	0.69	0.59	0.78	0.59	0.72	0.52
Rate per 100 Hispanic/Latinos	73.40	38.35	73.59	117.01	158.14	116.06	55.93	170.73
Asian	274	195	185	35	37	38	353	40
% of Population	1.64%	1.67%	1.61%	0.51%	0.70%	0.66%	2.47%	0.67%
% of Stops	0.74%	0.46%	0.78%	0.84%	0.89%	0.85%	1.07%	1.01%
Disparity	0.62	0.69	1.12	0.66	1.24	0.68	0.56	0.64
Rate per 100 Asians	134.31	130.87	82.96	21.74	27.21	31.67	238.51	50.63
Native American	16	19	11	3	0	3	14	5
% of Population	0.20%	0.13%	0.15%	0.21%	0.06%	0.07%	0.14%	0.41%
% of Stops	0.10%	0.16%	0.10%	0.04%	0.00%	0.05%	0.10%	0.08%
Disparity	0.13	0.36	0.12	0.05	0.00	0.06	0.09	0.08
Rate per 100 Native Americans	29.09	44.19	25.58	7.32	0.00	30.00	70.00	15.63
Other	96	46	81	38	30	22	120	25
% of Population	1.26%	0.78%	1.12%	1.62%	1.07%	1.39%	0.98%	1.60%
% of Stops	0.58%	0.39%	0.70%	0.55%	0.56%	0.38%	0.84%	0.42%
Disparity	0.46	0.51	0.63	0.34	0.53	0.28	0.85	0.26
Rate per 100 Other Race	27.43	18.11	25.23	12.22	18.29	11.22	88.24	19.84
Male	9344	6632	6730	4211	3334	3593	8715	3632
% of Population	48.44%	47.05%	48.85%	48.81%	48.84%	48.44%	49.35%	51.84%
% of Stops	56.09%	56.75%	58.45%	61.09%	62.65%	62.67%	60.90%	60.55%
Disparity	1.16	1.21	1.20	1.25	1.28	1.29	1.23	1.17
Rate per 100 Males	69.61	43.23	48.14	44.85	44.60	52.77	127.52	89.15
Female	7316	5055	4784	2682	1988	2140	5596	2366
% of Population	51.56%	52.94%	51.14%	51.19%	51.16%	51.55%	50.66%	48.15%
% of Stops	43.91%	43.25%	41.55%	38.91%	37.35%	37.33%	39.10%	39.45%
Disparity	0.85	0.82	0.81	0.76	0.73	0.72	0.77	0.82
Rate per 100 Females	51.20	29.29	32.68	27.24	25.40	29.53	79.77	62.53

¹⁰ See Appendix for formula used to calculate disparity index.

Table 4. Time of Traffic Stops Traffic Stops by Beat (2017-2019)

	N Stops: 2017-2019	Average Percentage of Stops: 2017-2019	Beat 11	Beat 12	Beat 13	Beat 21	Beat 22	Beat 23	Beat 31	Beat 32
All Traffic Stops	78,118									
Sunday	5155	6.60%	6.37%	5.07%	6.45%	6.27%	7.85%	7.66%	7.57%	6.44%
Monday	9628	12.30%	13.73%	11.20%	11.51%	14.12%	12.57%	11.67%	10.92%	13.89%
Tuesday	11158	14.31%	14.69%	15.45%	15.10%	15.78%	13.45%	14.56%	11.50%	14.67%
Wednesday	15137	19.37%	19.47%	21.16%	20.90%	17.87%	18.40%	17.81%	18.38%	19.22%
Thursday	14673	18.79%	17.77%	20.10%	19.45%	18.85%	17.12%	18.52%	19.44%	17.84%
Friday	13065	16.73%	15.78%	17.22%	15.34%	16.20%	18.56%	17.32%	17.80%	16.87%
Saturday	9302	11.89%	12.19%	9.81%	11.25%	10.91%	12.04%	12.45%	14.39%	11.07%
Midnight – 3am	13506	17.25%	15.64%	9.34%	18.95%	16.41%	19.32%	18.82%	24.39%	14.97%
3am – 6am	2474	3.16%	3.16%	2.14%	4.39%	3.19%	3.80%	3.59%	2.38%	37.20%
6am – 11am	10221	13.10%	15.32%	18.17%	16.14%	10.68%	8.19%	10.10%	9.51%	9.59%
11am – 5pm	20157	25.84%	28.57%	27.18%	22.42%	31.32%	20.18%	22.71%	23.47%	29.08%
5pm – 7pm	7642	9.78%	10.77%	10.85%	8.13%	9.40%	10.86%	8.55%	8.56%	11.72%
7pm - Midnight	24118	30.87%	26.54%	32.31%	29.96%	29.00%	37.66%	36.23%	31.69%	30.93%

Table 4 shows the breakdown of traffic stops by day and time for patrol beats between 2017 and 2019. The breakdown is similar to the breakdown for the City of Springfield overall, with a majority of stops occurring between Wednesday and Saturday, and nearly half of all stops occurring between 7pm and 3am.

Characteristics of Census Tracts and African-American Traffic Stops

Tables 5 through 7 describe the size and race/ethnic composition of census tracts where African-American stops occurred.

Table 5. Population Characteristics and Number of African-American Traffic Stops for Springfield Census Tracts (2012-2019)

	All Tracts Mean (N=51)	Low Stop Tracts Mean (N=36)	Moderate Stop Tracts Mean (N=12)	High Stop Tracts Mean (N=5)
Percent African-American	3.76%	2.86%	4.98%	6.47%
Percent Nonwhite ^a	7.71%	9.49%	13.20%	15.18%
Percent White	89.27%	91.11%	86.84%	85.22%
Avg. Population Size	4108.29	4258.22	4214.75	3,600
Avg. Number African-American Stops per Year	603.33	196	624.33	1,180.80
Total Number African-American Stops	30,770	7,056	7,492	5,904
Note. Low Stops included 1 – 400 African Americans stopped; Moderate Stops included 401 – 799 African Americans stopped; High Stops included 800 to 1553 African Americans stopped Note ^a . Nonwhite includes only individuals who identified with races that are not white. Total population is greater than White and Nonwhite combined.				

Table 5 summarizes the race/ethnic composition, population size, and total number of African-American stops between 2012 and 2019 for Springfield census tracts. The first column shows the information for all 51 of the city's census tracts. The second column shows information for the 34 low stop census tracts where there were between 1 and 500 African-Americans stopped. The third column shows information for the 12 moderate stop census tracts where there were between 501 and 1000 African-Americans stopped. The fourth column shows information for the 5 census tracts where there were between 1,001 and 1,958 African-Americans stopped. Tract characteristics are derived from data obtained from the 2010 census. Highlights from Table 5 include:

- According to the first column, there were an average of 603 African-Americans stopped per census tract between 2017 and 2019.
- Census tracts with a lower average number of African-American traffic stops were less diverse racially and had larger populations than the moderate and high stop tracts, whereas the tracts with the highest average number of African-American traffic stops tended to be more racially diverse and smaller in population size than low and moderate stop tracts.

Table 6. Pearson's r Correlation Coefficients for Tract Characteristics and African-American Traffic Stops (2012-2019)

	African-American Stops
Proportion African-American	.466**
Proportion Nonwhite	.491**
Proportion White	-.507**
Population Size	-.108
**p<.01	

Table 6 reports correlation coefficients for the association between the number of African-American traffic stops in a tract and the tracts race/ethnic composition and population size for stops between 2012 and 2019.¹¹ There was a moderate, positive correlation between the number of African-American stops and the diversity of census tracts. There was a strong, positive correlation between the number of African-American traffic stops in a tract and the proportion nonwhite in the tract. There was a strong, negative correlation between the number of African-American stops and the proportion of white residents in tracts, and a weaker negative correlation between the number of African-American stops and the size of the tract population.

- Overall, these correlations support the finding from Table 5 that tracts with a higher average number of African-American traffic stops tend to be more racially diverse than tracts with a lower average number of African-American traffic stops.

Table 7. Detailed Characteristics of Tracts with High Numbers of African-American Traffic Stops (2012-2019)

Tract Id	African-American Stops (N)	Percent African-American	Percent Nonwhite	Percent White	Total Population (N)
3.00	1478	1.59%	4.74%	93.18%	3,209
4.00	1553	4.36%	10.32%	86.08%	4,362
6.00	979	7.99%	12.17%	82.82%	2,991
7.00	1004	9.91%	14.62%	81.02%	3,946
8.00	890	8.53%	12.68%	83.00%	3,494

Table 7 provides detailed information on the five tracts with the highest number of African-American traffic stops.

- Geographically, the tracts that had the highest number of African-American stops between 2012 and 2019 were concentrated in two parts of Springfield. Tracts 3.00 and 4.00 are located south of E Grand St. between Kansas Expressway and S National Ave., and tracts 6.00, 7.00 and 8.00 are in north central Springfield between I-44 and E Atlantic St on the north and south and between Kansas Expressway and Glenstone Ave. on the east and west.

¹¹ Correlation coefficients report the strength and direction of an association between two variables. The coefficients have possible values ranging from 0 to ± 1.0 . A positive value indicates that there is a positive relationship (as scores on one variable increase, scores on the other also increase) and a negative value indicates a negative relationship (as scores on one variable increase, scores on the other decrease). A score of zero indicates that there is no association, while scores closer to ± 1.0 indicate a strong association.

Table 8. Traffic Stop Disparities and Rates for All Census Tracts¹²

	N Stops: 2012-2019	Percentage of Population 16+ (2010 U.S. Census)	Average Percentage Of Stops: 2012-2019	Average Disparity Index: 2012-2019	Average Rate per 100 people 2012-2019
All Traffic Stops	210,725		100%		19.74
White	181,202	90.2%	85.97%	0.95	18.62
African-American	20,452	3.8%	9.72%	2.55	50.30
Hispanic/Latino	4,665	3.1%	2.22%	0.73	14.31
Asian	2,914	1.9%	1.38%	0.71	14.07
Native American	195	0.8%	0.09%	0.12	2.39
Other	1,297	3.3%	0.61%	0.19	3.71
Male	127,054	47.85%	60.28%	1.26	24.54
Female	83,671	52.15%	39.72%	0.76	14.83

Table 9. Traffic Stop Disparities and Rates Without High African American Stop Tracts¹³

	N Stops: 2012-2019	Percentage of Population 16+ (2010 U.S. Census)	Percentage Of Stops: 2012-2019	Disparity Index: 2012-2019	Rate per 100 people 2012-2019*
All Traffic Stops	164,765		100%		11.55
White	142,995	90.2%	86.79%	0.96	11.07
African-American	14,548	3.8%	8.83%	2.32	32.15
Hispanic/Latino	3,641	3.1%	2.21%	0.71	8.07
Asian	2,410	1.9%	1.46%	0.78	8.69
Native American	148	0.8%	0.09%	0.11	1.42
Other	1,023	3.3%	0.62%	0.19	7.25
Male	99,218	47.85%	60.22%	1.26	14.33
Female	65,547	52.15%	39.72%	0.76	8.92

*Rate was calculated by using total number of stops divided by 7 years

12 See Appendix for formula used to calculate disparity index.

13 See Appendix for formula used to calculate disparity index.

Tables 8 and 9 provide a comparison of traffic stop disparities and stop rates for all 51 Springfield census tracts to disparities and rates for all Springfield census tracts minus the 5 tracts with highest numbers of African American traffic stops (tracts 3.00, 4.00, 6.00, 7.00, and 8.00). The key findings are as follows:

- The 5 tracts with the highest African American stops represented about 22 percent of all traffic stops in Springfield between 2102 and 2019.
- The 5 tracts with the highest number of African American stops represented about 29 percent of all African American traffic stops in Springfield between 2012 and 2019.
- Removing the 5 tracts with the highest number of African American stops reduced the disparity index for African American traffic stops from 2.55 to 2.32.
- Removing the 5 tracts with the highest number of African American stops reduced the stop rate for African American traffic stops from 50.3 to 32.15, a relative decline of about 36 percent. The overall stop rate declined from 19.74 to 11.55, a relative decline of about 42 percent.
- So, removing the tracts with the highest number of African American stops actually reduced the overall stop rate more than it reduced the African American stop rate, which is why there was so little decline in the African American stop disparity index.

Year-by-Year Summaries of Stops for African-American¹⁴

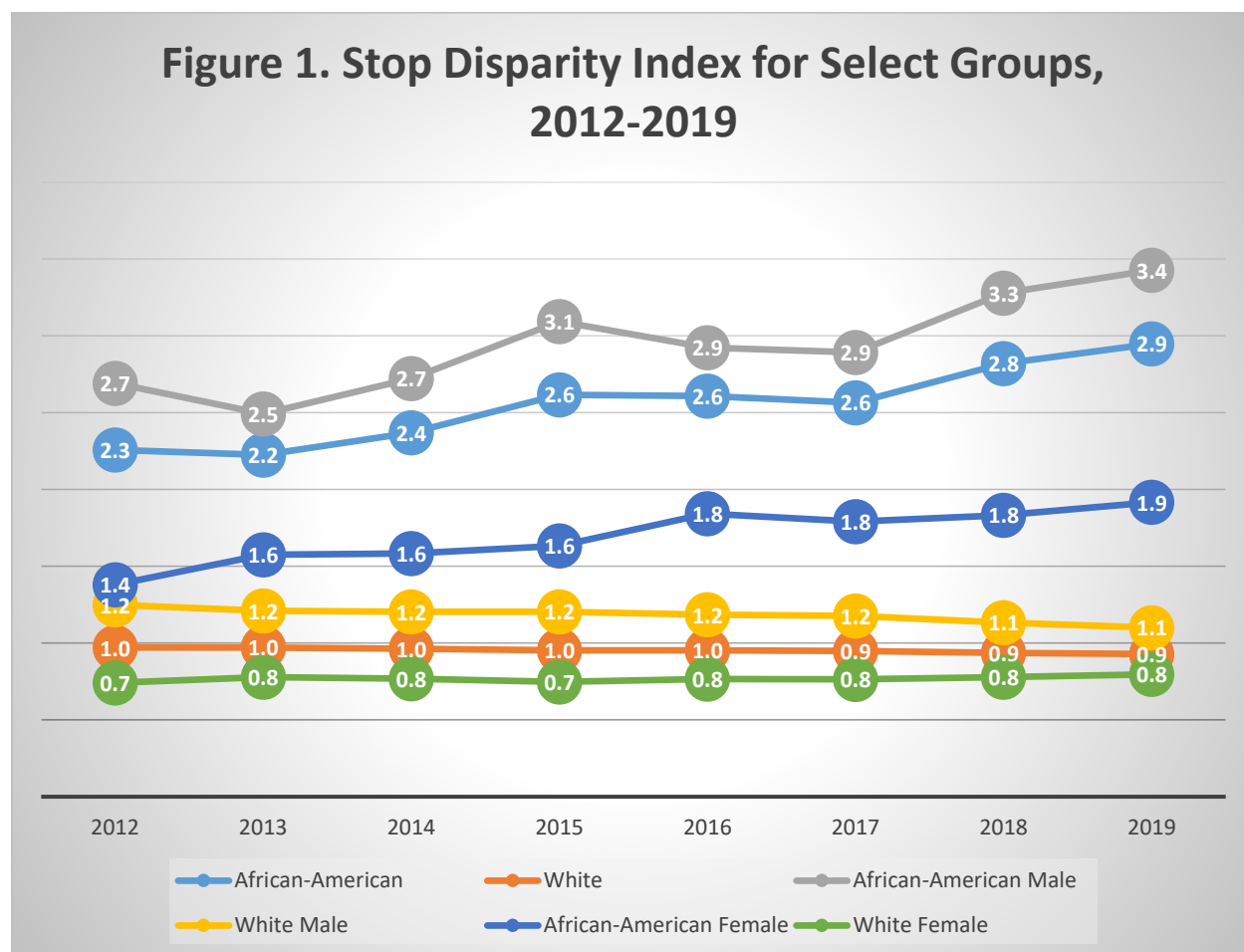


Figure 1 shows disparity index scores over time by race and gender for traffic stops involving African-American and white drivers.

- There is a clear trend of African-American drivers being stopped at a rate between two and three times greater than would be predicted relative to their percentage of the driving age population.
- African-American males were stopped at a rate between two and a half and three and half times greater than would be predicted relative to their percentage of the driving population.

¹⁴ See Appendix for formulas used to generate statistics for this section.

Table 8. African-American Traffic Stops: 2012-2019

		All Stops	African-American Stops	African-American Men	African-American Women
2012	N	27,720	2,385	1,735	650
	Percentage		8.60%	6.25%	2.34%
	Disparity		2.26	2.69	1.38
	Rate	20.78	46.93	46.72	23.96
2013	N	27,591	2,339	1,600	739
	Percentage		8.48%	5.80%	2.68%
	Disparity		2.23	2.49	1.58
	Rate	20.68	46.03	43.08	27.24
2014	N	25,440	2,296	1,611	685
	Percentage		9.03%	6.33%	2.69%
	Disparity		2.37	2.72	1.58
	Rate	19.07	45.18	43.38	26.44
2015	N	25,655	2,558	1,846	712
	Percentage		9.97%	7.20%	2.78%
	Disparity		2.62	3.09	1.63
	Rate	19.23	50.33	49.70	26.24
2016	N	26,201	2,603	1,782	821
	Percentage		9.93%	6.80%	3.13%
	Disparity		2.61	2.92	1.79
	Rate	19.64	51.23	47.98	30.26
2017	N	24,935	2,437	1,678	759
	Percentage		9.77%	6.73%	3.04%
	Disparity		2.57	2.89	1.79
	Rate	18.69	47.95	45.18	27.98
2018	N	28,440	3,055	2,169	886
	Percentage		10.74%	7.63%	3.12%
	Disparity		2.82	3.28	1.83
	Rate	21.32	60.11	58.40	32.66
2019	N	24,743	2,779	1,973	806
	Percentage		11.23%	7.98%	3.36%
	Disparity		2.95	3.43	1.92
	Rate	18.55	54.68	53.12	29.70

Table 8 shows the number of all stops of African-American drivers, as well as stops of African-Americans broken down by gender, with comparisons to the city's overall stop rates for each year from 2012 to 2019.

- The disparity index for African-Americans increased from about 2.2 in 2012 to about 2.9 in 2019.
- The stop rate for African-Americans increased from about 47 per 100 driving age African-Americans to about 55 per 100 between 2012 and 2019, with the largest increase in the rate occurring between 2017 and 2018, with a slight dip in 2019. At the same time, the overall stop rate declined slightly from a high of 20.8 per 100 driving age residents in 2012 to 18.5 per 100 in 2019.
- The gap between the African-American stop rate and the city's overall stop rate grew from 25.2 per 100 in 2012 to 36.1 per 100 in 2019.

Stops Resulting in Arrest

Table 9 shows the data on the number of African-American traffic stops that resulted in an arrest by year, with comparisons for their rates and disparity index scores to the city's overall rates and disparity index scores.¹⁵

Table 9. African-American Arrests per Stop: 2012-2019

		All Arrests	African-American Arrests
2012	N	1,817	223
	Percentage		12.27%
	Disparity		1.43
	Rate	6.55	9.35
2013	N	1,603	201
	Percentage		12.54%
	Disparity		1.48
	Rate	5.81	8.59
2014	N	1,495	254
	Percentage		16.99%
	Disparity		1.88
	Rate	5.88	11.06
2015	N	1,194	195
	Percentage		16.33%
	Disparity		1.64
	Rate	4.65	7.62
2016	N	1,205	168
	Percentage		13.94%
	Disparity		1.40
	Rate	4.60	6.45
2017	N	1057	168
	Percentage		15.89%
	Disparity		1.63
	Rate	4.24	6.89
2018	N	1018	169
	Percentage		16.60%
	Disparity		1.55
	Rate	3.58	5.53
2019	N	873	170
	Percentage		19.47%
	Disparity		1.73
	Rate	3.53	6.12

- The percentage of African-American stops that resulted in arrest grew from around 12 percent in 2012 to nearly twenty percent in 2019. A slight dip in the percentage of African-American stops resulting in arrest occurred in 2016 and 2017, but starting trending upward in 2018 and 2019.

¹⁵ Data on race and gender were not provided for stops resulting in arrest.

- There was not a clear linear pattern in the disparity index for African-American stops resulting in arrest between 2012 and 2019. The disparity index grew from 1.43 to 1.88 from 2012 to 2014, declined to 1.40 from 2104 to 2016, and increased to 1.73 between 2016 and 2019.
- The rate for African-American arrests fell from 9.4 per 100 stops in 2012 to 6.12 per 100 stops in 2019. There was a spike in the arrest rate in 2014 at 11.1 arrests per 100 stops.

Reason for Arrest

The police department collects data on reasons for arrest during a traffic stop. The most frequent reasons for arrest are: 1) the driver had a warrant out for their arrest; 2) drugs were found during the stop; 3) the driver committed a traffic violation that resulted in their arrest; and 4) the driver was driving while intoxicated (DWI). Tables 5 through 9, and Figures 3 through 6, below summarize the reasons for arrest for African-American drivers from 2012 to 2019.

Table 10. African-American Drivers Arrested due to Warrant: 2012-2019

		All Warrant Arrests	African-American Warrant Arrests
2012	N	880	132
	Percentage		15.00%
	Disparity		1.22
	Rate	48.43	59.19
2013	N	815	116
	Percentage		14.23%
	Disparity		1.13
	Rate	50.84	57.71
2014	N	843	171
	Percentage		20.28%
	Disparity		1.19
	Rate	56.39	67.32
2015	N	706	119
	Percentage		16.86%
	Disparity		1.03
	Rate	59.13	61.03
2016	N	729	112
	Percentage		15.36%
	Disparity		1.10
	Rate	60.50	66.67
2017	N	650	117
	Percentage		18.00%
	Disparity		1.13
	Rate	61.49	69.64
2018	N	506	102
	Percentage		20.16%
	Disparity		1.21
	Rate	49.71	60.36
2019	N	392	85
	Percentage		21.68%
	Disparity		1.11
	Rate	44.90	50.00

- The disparity index for African-American drivers who were arrested due to warrant ranged from a high of 1.22 in 2012 to a low of 1.03 in 2015.
- Between 14 percent and 22 percent of all African-American drivers whose stops resulted in an arrest due to warrant from 2012 to 2019.

- African-American drivers were arrested due to a warrant at a higher rate than all drivers over the period.

Table 11. African-American Drivers Arrested due to Drugs Discovered: 2012-2019

		All Drug Arrests	African-American Drug Arrests
2012	N	233	26
	Percentage		11.16%
	Disparity		0.91
	Rate	12.82	11.66
2013	N	255	37
	Percentage		14.51%
	Disparity		1.57
	Rate	15.91	18.40
2014	N	259	39
	Percentage		15.06%
	Disparity		0.89
	Rate	17.32	15.35
2015	N	187	36
	Percentage		19.25%
	Disparity		1.18
	Rate	15.66	18.46
2016	N	188	33
	Percentage		17.56%
	Disparity		1.26
	Rate	15.60	19.64
2017	N	159	17
	Percentage		10.69
	Disparity		0.67
	Rate	15.04	10.12
2018	N	179	32
	Percentage		17.88%
	Disparity		1.08
	Rate	17.58	18.93
2019	N	148	47
	Percentage		31.76%
	Disparity		1.63
	Rate	16.95	27.65

- There was not a clear trend in the percentage of African-American drivers who were stopped as a result of drugs being discovered during the stop between 2012 and 2019. In 2012, 2015, and 2017 the proportion of African-American drivers who were arrested for drug possession was lower than would be predicted given their proportion of all arrests. In 2013, 2014, 2016, and 2019 the proportion of African-American drivers who were arrested for drug possession was somewhat higher than would be predicted given their proportion of all arrests.

Table 12. African-American Drivers Arrested due to Traffic Offense: 2012-2019

		All Warrant Arrests	African-American Warrant Arrests
2012	N	258	26
	Percentage		10.08%
	Disparity		0.82
	Rate	14.2	11.66
2013	N	167	25
	Percentage		14.97%
	Disparity		1.19
	Rate	10.4	12.44
2014	N	139	29
	Percentage		20.86%
	Disparity		1.23
	Rate	9.3	11.42
2015	N	85	18
	Percentage		21.18%
	Disparity		1.30
	Rate	7.1	9.23
2016	N	32	5
	Percentage		15.63%
	Disparity		1.12
	Rate	2.6	2.98
2017	N	36	8
	Percentage		22.22%
	Disparity		1.40
	Rate	3.41	4.76
2018	N	37	3
	Percentage		2.11%
	Disparity		0.49
	Rate	3.63	1.76
2019	N	27	6
	Percentage		22.22%
	Disparity		1.14
	Rate	3.09	3.53

- The rate at which drivers who were arrested due to a traffic offense substantially declined for African-Americans between 2012 and 2019, from 11.66 to 3.53.
- The proportion of African-American drivers who were arrested for traffic offenses was substantially lower than would be predicted given their proportion of all arrests in 2012 and 2018, but was somewhat higher than would be predicted in the rest of the years.

Table 13. African-American Drivers Arrested due to
DWI: 2012-2019

		All DWI Arrests	African-American DWI Arrests
2012	N	671	53
	Percentage		7.90%
	Disparity		0.64
	Rate	36.93	23.77
2013	N	534	48
	Percentage		8.99%
	Disparity		0.72
	Rate	33.31	23.88
2014	N	381	38
	Percentage		9.98%
	Disparity		0.59
	Rate	25.48	14.96
2015	N	278	37
	Percentage		13.31%
	Disparity		0.81
	Rate	23.28	18.97
2016	N	258	15
	Percentage		5.81%
	Disparity		0.42
	Rate	21.41	8.93
2017	N	221	28
	Percentage		12.67%
	Disparity		0.80
	Rate	20.91	16.67
2018	N	325	34
	Percentage		10.46%
	Disparity		0.63
	Rate	31.93	20.12
2019	N	309	27
	Percentage		8.74%
	Disparity		0.45
	Rate	35.40	15.89

- Drivers arrested due to DWI declined substantially from 2012 to 2017 for all drivers and for African-American drivers, before increasing in 2018 and 2019. The rate of DWI arrests also declined substantially over that period.
- Between 2012 and 2019, the proportion of African-American drivers arrested for DWI was lower than would be predicted given their proportion of all arrests.
- The DWI arrest rate for African-Americans was lower than the overall rate each year.

Reason for Stop

Tables 14 through 17 report the reasons for African-American traffic stops by year, with comparisons the city's overall rates.

The data provided captured four reasons why a driver was stopped in Springfield. The Springfield Police Department describes those reasons as follows:

1. **Moving violations** – driving the wrong way on a one way street, speeding, any type of stop sign or signal violation, failing to yield to emergency vehicle, failing to stop for a school bus, driving on the sidewalk, passing violation, careless and imprudent driving, etc.
2. **Equipment violations** – headlight violations, taillight violations, motorcycle driver with no helmet, obstructed view, etc.
3. **License violations** – a vehicle displaying no license plate, license plates that don't check to that vehicle, license plates that don't display a current annual registration tab, license plates displayed incorrectly, etc.
4. **Investigative stops** – stops related to a crime where an officer has reason to believe the vehicle or driver was involved in a crime, stops where an officer has reason to believe the driver has no driver's license (personal knowledge or an MDT check while moving), stops where an officer has reason to believe the driver or occupants have a warrant (personal knowledge or an MDT check on the plate while moving), etc.

Table 14. African-Americans Stopped for Moving Violation: 2012-2019

		All Moving Violations	African-American Moving Violations
2012	N	13,742	1,050
	Percentage		7.64%
	Disparity		0.89
	Rate	49.57	44.03
2013	N	13,029	928
	Percentage		7.12%
	Disparity		0.84
	Rate	47.22	39.68
2014	N	11,929	908
	Percentage		7.61%
	Disparity		0.84
	Rate	46.89	39.55
2015	N	11,305	932
	Percentage		8.24%
	Disparity		0.83
	Rate	44.07	36.43
2016	N	11,104	947
	Percentage		8.53%
	Disparity		0.86
	Rate	42.38	36.38
2017	N	12,074	925
	Percentage		7.66%
	Disparity		0.78
	Rate	48.42	37.96
2018	N	13,948	1135
	Percentage		8.14%
	Disparity		0.76
	Rate	49.04	37.15
2019	N	11,467	1075
	Percentage		9.37%
	Disparity		0.83
	Rate	46.34	38.68

- African-American drivers comprised between 7 percent and 9 percent of stops for moving violations between 2012 and 2019.
- The disparity index for African-American stops due to moving violations was below 1.0 for all years, indicating that they were stopped for moving violations less than would be predicted given their overall proportion of stops each year.
- The rate at which African-American drivers were stopped for moving violations declined from 44 per 100 stops in 2012 to 38.68 per 100 stops in 2019.
- The rate at which African-American drivers were stopped for moving violations was lower than the city average rate of stops for moving violations each year.

Table 15. African-Americans Stopped for Equipment Violation: 2012-2019

		All Equipment Violations	African-American Equipment Violations
2012	N	4,454	449
	Percentage		10.08%
	Disparity		1.17
	Rate	16.07	18.83
2013	N	4,560	448
	Percentage		9.82%
	Disparity		1.16
	Rate	16.53	19.15
2014	N	4,024	427
	Percentage		10.61%
	Disparity		1.17
	Rate	15.82	18.60
2015	N	4,841	570
	Percentage		11.77%
	Disparity		1.18
	Rate	18.87	22.28
2016	N	4,656	450
	Percentage		9.66%
	Disparity		0.97
	Rate	17.77	17.29
2017	N	3795	409
	Percentage		10.78%
	Disparity		1.10
	Rate	15.22	16.78
2018	N	4682	569
	Percentage		12.15%
	Disparity		1.13
	Rate	16.46	18.63
2019	N	3816	508
	Percentage		13.31%
	Disparity		1.19
	Rate	15.42	18.28

- African-Americans comprised about 10 percent of drivers who were stopped for equipment violations in 2012 and more than 13 percent of equipment violations in 2019.
- According to the disparity index scores for each year, African-Americans were stopped for equipment violations at a slightly higher rate than would be predicted relative to their overall population between 2012 and 2019.
- African-Americans were stopped due to equipment violations at a higher rate than the citywide average every year.

Table 16. African-Americans Stopped for License Violation: 2012-2019

		All License Violations	African-American License Violations
2012	N	9,408	874
	Percentage		9.29%
	Disparity		1.08
	Rate	33.94	36.65
2013	N	9,867	936
	Percentage		9.48%
	Disparity		1.12
	Rate	35.76	40.02
2014	N	9,310	915
	Percentage		9.83%
	Disparity		1.09
	Rate	36.60	39.85
2015	N	9,175	999
	Percentage		10.89%
	Disparity		1.09
	Rate	35.76	39.05
2016	N	10,064	1,128
	Percentage		11.21%
	Disparity		1.13
	Rate	38.41	43.33
2017	N	8,805	1,064
	Percentage		12.08%
	Disparity		1.24
	Rate	35.31	43.66
2018	N	9,693	1,325
	Percentage		13.67%
	Disparity		1.27
	Rate	34.08	43.37
2019	N	9,576	1,211
	Percentage		12.65%
	Disparity		1.13
	Rate	38.70	43.58

- African-American drivers comprised just over nine percent of stops for license violations in 2012 and about thirteen percent in 2019.
- The disparity index for African-American stops due to license violations was slightly above 1.0 for each year from 2012 to 2019, indicating they were slightly more likely to be stopped for license violations than would be predicted given their proportion of all stops.
- The rate at which African-Americans were stopped due to license violations increased from 36.6 per 100 stops in 2012 to 43.6 per 100 stops in 2019.
- There was a consistent gap in stops for license violations between African-Americans and all drivers from 2012 to 2019.

Table 17. African-Americans Stopped for Investigative Purposes: 2012-2019

		All Investigative	African-American Investigative
2012	N	844	100
	Percentage		11.85%
	Disparity		1.38
	Rate	3.04	4.19
2013	N	916	140
	Percentage		15.28%
	Disparity		1.80
	Rate	3.32	5.99
2014	N	855	140
	Percentage		16.37%
	Disparity		1.81
	Rate	3.36	6.10
2015	N	911	161
	Percentage		17.67%
	Disparity		1.77
	Rate	3.55	6.29
2016	N	705	119
	Percentage		16.88%
	Disparity		1.70
	Rate	2.69	4.57
2017	N	765	111
	Percentage		14.51%
	Disparity		1.48
	Rate	3.07	4.55
2018	N	780	126
	Percentage		16.15%
	Disparity		1.50
	Rate	2.74	4.12
2019	N	639	97
	Percentage		15.18%
	Disparity		1.35
	Rate	2.58	3.49

- The percentage of stops for investigative purposes for African-American drivers increased from 11.9 percent in 2012 to 15.2 percent in 2019, and it peaked at 17.7 percent in 2015.
- There was an increase in the disparity index for investigative stops for African-Americans from 1.38 in 2012 to 1.70 in 2016. Between 2013 and 2016, the proportion of African-American drivers who were stopped for investigative purposes was between 70 and 80 percent higher than would be predicted given

their overall proportion of stops. There was a decline in the disparity index between 2017 and 2019, from 1.5 to 1.3.

- The rate of stops for investigative purposes per 100 African-American stops increased from 4.2 per 100 stops in 2012 to 6.3 per 100 stops in 2015. The rate then declined to 3.5 per 100 stops in 2019.
- The gap in rates of stops for investigative purposes between African-Americans and the overall population was between one per 100 stops and three per 100 stops between 2012 and 2019, with the African-American rate being higher than the overall rate each year.

Result of Stop

Tables 18 through 20 show the outcomes of African-American traffic stops by year, with comparisons for their rates and disparity index scores to the city's overall rates and disparity index scores.

Table 18. African-American Stops Resulting in Citation: 2012-2019

		All Citations	African-American Citations
2012	N	12,390	928
	Percentage		7.49%
	Disparity		0.87
	Rate	44.70	38.91
2013	N	12,547	954
	Percentage		7.60%
	Disparity		0.90
	Rate	45.57	40.79
2014	N	10,747	833
	Percentage		7.75%
	Disparity		0.86
	Rate	42.24	36.28
2015	N	9,207	730
	Percentage		7.93%
	Disparity		0.79
	Rate	35.89	28.54
2016	N	9,499	776
	Percentage		8.17%
	Disparity		0.82
	Rate	36.25	29.81
2017	N	8,684	690
	Percentage		7.95%
	Disparity		0.81
	Rate	34.83	28.31
2018	N	7,829	684
	Percentage		8.74%
	Disparity		0.81
	Rate	27.53	22.39
2019	N	6,923	595
	Percentage		8.59%
	Disparity		0.77
	Rate	27.98	21.41

- African-Americans comprised 7.5 percent of all traffic stops resulting in a citation in 2012. Their percentage increased slightly each year and was 8.6 percent in 2019.
- The disparity index for African-American stops resulting in a citation was less than 1.0 each year between 2012 and 2019, indicating that a lower proportion of

African-American stops resulted in a citation than would be predicted given their proportion of all stops.

- For African-Americans, the rate of stops resulting in a citation declined from 38.9 per 100 stops in 2012 to 21.4 per 100 stops in 2019. The rate for the overall population declined from 44.7 per 100 stops in 2012 to 28 per 100 stops in 2016.
- There was a consistent gap in stops resulting in a citation of about six per 100 stops between African-Americans and the overall population between 2012 and 2016.

Table 19. African-American Stops Resulting in Warning: 2012-2019

		All Warnings	African-American Warnings
2012	N	12,601	1,135
	Percentage		9.01%
	Disparity		1.05
	Rate	45.46	47.59
2013	N	12,853	1,153
	Percentage		8.97%
	Disparity		1.06
	Rate	46.58	49.29
2014	N	13,148	1,243
	Percentage		9.45%
	Disparity		1.05
	Rate	51.68	54.14
2015	N	14,226	1,506
	Percentage		10.59%
	Disparity		1.06
	Rate	55.45	58.87
2016	N	14,052	1,440
	Percentage		10.25%
	Disparity		1.03
	Rate	53.63	55.32
2017	N	13,950	1,441
	Percentage		10.33%
	Disparity		1.06
	Rate	55.95	59.13
2018	N	18,317	2,046
	Percentage		11.17%
	Disparity		1.04
	Rate	64.41	66.97
2019	N	15,802	1,885
	Percentage		11.93%
	Disparity		1.06
	Rate	63.86	67.83

- African-Americans comprised nine percent of stops resulting in a warning in 2012. Their percentage increased slightly to 11.9 percent of all stops resulting in a warning in 2019.

- The disparity index was slightly above 1.0 each year for African-American stops resulting in a warning between 2012 and 2019, indicating that the proportion of stops resulting in a warning was roughly what would be expected given their proportion of all stops.
- The African-American rate of stops resulting in a warning per 100 stops tracked the overall rate very closely between 2012 and 2019, with a gap of less than three per 100 stops over most of that period.

Table 20. African-American Stops Resulting in No Action: 2012-2019

		All No Action	African-American No Action
2012	N	3,376	354
	Percentage		10.49%
	Disparity		1.22
	Rate	12.18	14.84
2013	N	2,609	283
	Percentage		10.85%
	Disparity		1.28
	Rate	9.46	12.10
2014	N	1,737	182
	Percentage		10.48%
	Disparity		1.16
	Rate	6.83	7.93
2015	N	2,298	261
	Percentage		11.36%
	Disparity		1.14
	Rate	8.96	10.20
2016	N	2,257	307
	Percentage		13.60%
	Disparity		1.37
	Rate	8.61	11.79
2017	N	2,144	260
	Percentage		12.13%
	Disparity		1.24
	Rate	8.60	10.67
2018	N	2,105	267
	Percentage		13.11%
	Disparity		1.22
	Rate	7.40	9.03
2019	N	1,763	230
	Percentage		13.05%
	Disparity		1.16
	Rate	7.13	8.28

- African-Americans comprised 10.5 percent of stops resulting in no action in 2012, increasing to 13 percent in 2019.
- The disparity index for African-American stops resulting in no action declined slightly from 1.22 to 1.16 between 2012 and 2019.

Stops Resulting in Searches

Tables 21 through 24 show disparities in African-American stops during which searches were conducted by year, including the number of searches, the outcome of searches, and the probable cause given for searches, with comparisons to the city's overall rates.

Table 21. African-American Searches per Stop: 2012-2019

		All Searches	African-American Searches
2012	N	3,401	505
	Percentage		14.85%
	Disparity		1.72
	Rate	12.27	21.17
2013	N	3,148	465
	Percentage		14.77%
	Disparity		1.74
	Rate	11.41	19.88
2014	N	2,908	488
	Percentage		16.78%
	Disparity		1.86
	Rate	11.43	21.25
2015	N	2,980	516
	Percentage		17.32%
	Disparity		1.74
	Rate	11.62	20.17
2016	N	2,601	466
	Percentage		17.92%
	Disparity		1.80
	Rate	9.93	17.90
2017	N	2,377	366
	Percentage		15.40%
	Disparity		1.58
	Rate	9.53	15.02
2018	N	2,752	503
	Percentage		18.28%
	Disparity		1.70
	Rate	9.68	16.46
2019	N	2,574	563
	Percentage		21.87%
	Disparity		1.95
	Rate	10.40	20.26

- The percentage of African-American stops resulting in searches increased between 2012 and 2019 from 14.8 percent to 20.3 percent.
- The disparity index for African-American stops that resulted in searches increased from 1.72 in 2012 to 1.95 in 2019. African-Americans were searched at a rate that was 72 percent higher than would be predicted given their proportion of all stops in 2012; in 2019, they were searched at a rate that was 95 percent higher (almost double).

- The rate for African-American stops resulting in searches declined from 21.2 per 100 stops in 2012 to 20.3 per 100 stops in 2019.
- The gap between the rate of African-Americans stops resulting in searches and the overall rate of stops resulting in searches ranged between 8 and 10 points over the time period.

Table 22. African-American Contraband Hits per Search: 2012-2019

		All Contraband Hits	African-American Contraband Hits
2012	N	766	124
	Percentage		16.19%
	Disparity		1.09
	Rate	22.52	24.55
2013	N	796	129
	Percentage		16.21%
	Disparity		1.10
	Rate	25.29	27.74
2014	N	829	140
	Percentage		16.89%
	Disparity		1.01
	Rate	28.15	28.69
2015	N	839	164
	Percentage		19.54%
	Disparity		1.13
	Rate	28.15	31.78
2016	N	820	151
	Percentage		18.41%
	Disparity		1.03
	Rate	31.53	32.40
2017	N	740	109
	Percentage		14.73%
	Disparity		0.96
	Rate	31.13	29.78
2018	N	927	207
	Percentage		22.33%
	Disparity		1.22
	Rate	33.68	41.15
2019	N	787	188
	Percentage		23.89%
	Disparity		1.09
	Rate	30.57	33.39

- The percentage of searches resulting in contraband hits for African-Americans increased significantly, from 16.2 percent in 2012 to 23.9 percent in 2019.
- The disparity index of searches resulting in contraband hits for African-Americans was close to 1.00 or slightly higher between 2012 and 2019, which indicates that the proportion of searches that resulted in contraband hits for African-Americans was about what would be predicted given their proportion of all searches.

- The rate at which searches per 100 African-American drivers resulted in contraband hits increased from 24.6 in 2012 to 33.4 in 2019. Between 2012 and 2019 the rate of searches resulting in contraband hits increased from 22.5 per 100 to 30.6 per 100. So, the rate at which searches resulted in contraband increased for African-Americans between 2012 and 2019 was similar to the rate it increased for the city overall.
- There was a small gap of one to three contraband hits per 100 searches between African-Americans and the overall population between 2012 and 2019. African-American drivers were not found to have been in possession of contraband at a rate that substantively differed from the overall population over the period covered in this study.

Table 23. African-American Probable Cause Searches, Consent Given: 2012-2019

		All Consent	African-American Consent
2012	N	2,292	344
	Percentage		15.01%
	Disparity		1.01
	Rate	67.39	68.12
2013	N	1,940	294
	Percentage		15.15%
	Disparity		1.02
	Rate	61.63	63.23
2014	N	1,723	274
	Percentage		15.90%
	Disparity		0.95
	Rate	59.25	56.15
2015	N	1,958	320
	Percentage		16.34%
	Disparity		0.94
	Rate	65.70	62.02
2016	N	1,613	302
	Percentage		18.72%
	Disparity		1.04
	Rate	62.01	64.81
2017	N	1,399	187
	Percentage		13.37%
	Disparity		0.87
	Rate	58.86	51.09
2018	N	1,691	267
	Percentage		15.79%
	Disparity		0.87
	Rate	61.45	53.08
2019	N	1,606	334
	Percentage		20.80%
	Disparity		0.95
	Rate	62.39	59.33

- African-Americans comprised 15 percent of searches where consent was given in 2012 and increased steadily to 20.8 percent in 2019, with the exception of a dip in 2017 to 13.4 percent.
- The disparity index for African-American searches where consent was given was right around 1.0 for each year between 2012 and 2019, indicating that the proportion of searches where consent was given for African-Americans was about what would be expected, or slightly lower, given their proportion of all searches.
- The rate of searches where consent was given for African-Americans varied from 68.1 per 100 searches in 2012 to 59.3 per 100 searches in 2019.
- Between 2012 and 2016, the rate of consent for African-Americans did not substantively differ from the rate for the overall population. However, African-Americans rate of consent was lower than the rate for the overall population from 2017 to 2019.

Table 24. African-American Probable Cause Searches, Incident to Arrest: 2012-2019

		All Incidents	African-American Incidents
2012	N	1,014	134
	Percentage		13.22%
	Disparity		0.89
	Rate	29.81	26.53
2013	N	1,019	135
	Percentage		13.25%
	Disparity		0.90
	Rate	32.37	29.03
2014	N	1,018	165
	Percentage		16.21%
	Disparity		0.96
	Rate	35.01	33.81
2015	N	733	118
	Percentage		16.10%
	Disparity		0.93
	Rate	24.60	22.87
2016	N	697	95
	Percentage		13.63%
	Disparity		0.76
	Rate	26.80	20.39
2017	N	731	119
	Percentage		16.28%
	Disparity		1.06
	Rate	30.75	32.51
2018	N	712	112
	Percentage		15.73%
	Disparity		0.86
	Rate	25.87	22.27
2019	N	619	102
	Percentage		16.48%
	Disparity		0.75
	Rate	24.05	18.12

- Just over 13 percent of drivers who were searched due to an incident to arrest were African-American in 2012, increasing to about 16.5 percent of drivers in 2019.
- The disparity index for African-American searches due to an incident to arrest was below 1.0 each year between 2012 and 2019, indicating that the proportion of such searches was lower than would be predicted given African-American's proportion of all searches.
- The rate at which African-American drivers were searched due to an incident to arrest declined from 26.5 per 100 searches in 2012 to 18.1 searches per 100 in 2019. Over that same time period, the overall rate declined from 29.8 per 100 searches to 24 per 100.

Summary of Main Findings

- Overall, African-Americans comprise just under four percent of the city's driving age population, but comprised just over nine percent of all traffic stops, on average, from 2012 to 2019. They were the only minority group whose average percentage of stops exceeded their percentage of the driving age population.
- African-Americans were the only race/ethnic group with an average disparity index over 1.00 between 2012 and 2019. African-American drivers were nearly 2.5 times more likely to be stopped than would be predicted given their percentage of the driving age population.
- There were also significant disparities in stops by gender for African-Americans. African-American women were 1.7 times more likely to have been stopped relative to their percentage of the overall population, and African-American men were nearly 3 times more likely to have been stopped relative to their percentage of the overall population.
- African-Americans had the highest average stop rate, by far. The African-American average stop rate was nearly 2.5 times the average overall stop rate per 100 driving age Springfieldians from 2012 to 2019. All other groups were stopped at a rate lower than the overall average.
- Disparities in African-American traffic stops increased from 2012 to 2019.
- The gap between the African-American stop rate and the city's overall stop rate increased from 2012 to 2019.
- The rate for African-American arrests fell from 2012 to 2016. There was a spike in the arrest rate in 2014.
- The gap in the rate at which African-American stops resulted in arrest and the city's overall rate declined from 2012 to 2016, and then increased between 2017 and 2019.
- The majority of African-American drivers who were arrested were arrested due to a warrant.
- There was no increase in the disparity index for investigative stops for African-Americans from 2012 to 2019.
- The disparity index for African-American stops resulting in no action declined between 2012 and 2015, before increasing in 2016.
- The disparity index for African-American searches remained fairly stable between 2012 and 2019.
- The disparity index of searches resulting in contraband hits for African-Americans was close to 1.00 or slightly higher between 2012 and 2019, which indicates that the proportion of searches that resulted in contraband hits for African-Americans was about what would be predicted given their proportion of all searches. It does not appear that the disparity in searches for African-Americans is attributable to a greater propensity to be in possession of contraband.
- The disparity index for African-American searches due to an incident to arrest was below 1.0 each year between 2012 and 2019, indicating that the proportion of

such searches was lower than would be predicted given African-American's proportion of all searches.

- Tracts with a lower average number of African-American traffic stops were less diverse racially and had larger populations than the moderate and high stop tracts, whereas the tracts with the highest average number of African-American traffic stops tended to be more racially diverse and smaller than low and moderate stop tracts.
- Geographically, the tracts that had the highest number of African-American stops between 2012 and 2019 were clustered in Central Springfield just north and south of E Grand St., and in North Central Springfield between I-44 and State Rte. 744.

Appendix

Below is detailed information on the formulas that were used to calculate the statistics presented in the report:

Stops, Searches, and Arrests

Percent stops = (number of stops/total number of stops) * 100

Percent searches = (number of searches/total number of searches) * 100

Percent contraband hit = (number of contraband hits/total number of contraband hits) * 100

Percent arrest = (number of arrests/total number of arrests) * 100

Stops disparity index = (proportion of stops / proportion of population). A value of 1 represents no disparity; values greater than 1 indicate over-representation, values less than 1 indicate under-representation.

Searches disparity index = (proportion of searches/proportion of stops).

Contraband disparity index = (proportion of contraband hits / proportion of searches). A value of 1 represents no disparity; values greater than 1 indicate over-representation, values less than 1 indicate under-representation.

Arrest rate disparity index = (proportion of arrests / proportion of stops). A value of 1 represents no disparity; values greater than 1 indicate over-representation, values less than 1 indicate under-representation.

Stop rate = (stops/population 16+) X 100.

Search rate = (searches / stops) X 100.

Arrest rate = (arrests / stops) X 100.

Contraband hit rate = (searches with contraband found / total searches) X 100.

Percent consent = (number consent/ total number consent) *100

Percent incident to arrest = (number incident to arrest/ total number incident to arrest) * 100

Percent contraband = (number contraband/ total number contraband) * 100

Consent disparity index = (proportion giving consent to be searched / proportion of searches). A value of 1 represents no disparity; values greater than 1 indicate over-representation, values less than 1 indicate under-representation.

Incident to arrest disparity index = (proportion incident to arrest / proportion of searches). A value of 1 represents no disparity; values greater than 1 indicate over-representation, values less than 1 indicate under-representation.

Consent rate = (number consent/ number searches) * 100

Incident to arrest rate = (number incident to arrest/ number of searches) *100

Reason for Arrest

Percent arrest due to warrant = (number of arrest due to warrant/number of arrests) * 100

Arrest due to warrant disparity index = (proportion arrests due to warrant/proportion of arrests).

Warrant arrest rate = (number of arrests due to warrant/number of arrests) * 100

Percent arrest due to drugs = (number of arrest due to drugs/number of arrests) * 100

Arrest due to drugs disparity index = (proportion arrests due to drugs/proportion of arrests).

Drug arrest rate = (number of arrests due to drugs/number of arrests) * 100

Percent arrest due to DWI = (number of arrest due to DWI/number of arrests) * 100

Arrest due to DWI disparity index = (proportion arrests due to DWI/proportion of arrests).

DWI arrest rate = (number of arrests due to DWI/number of arrests) * 100

Percent arrest due to traffic violation = (number of arrest due to traffic violation/number of arrests) * 100

Arrest due to traffic violation disparity index = (proportion arrests due to traffic violation/proportion of arrests).

Warrant arrest rate = (number of arrests due to traffic violation/number of arrests) * 100

Reason for Stop

Percent moving violations = (number of moving violations/ total number of moving violations) *100

Percent equipment violations = (number of equipment violations/ total number of equipment violations) * 100

Percent license violations = (number of license violations/ total number of license violations) * 100

Percent investigative = (number of investigative/ total number of investigative) *100

Moving disparity index = (proportion of moving violations / proportion of stops). A value of 1 represents no disparity; values greater than 1 indicate over-representation, values less than 1 indicate under-representation.

Equipment disparity index = (proportion of equipment violations / proportion of stops). A value of 1 represents no disparity; values greater than 1 indicate over-representation, values less than 1 indicate under-representation.

License disparity index = (proportion of license violations / proportion of stops). A value of 1 represents no disparity; values greater than 1 indicate over-representation, values less than 1 indicate under-representation.

Investigative disparity index = (proportion of investigative stops / proportion of stops). A value of 1 represents no disparity; values greater than 1 indicate over-representation, values less than 1 indicate under-representation.

Moving rate = (number of moving violations/ number of stops) *100

Equipment rate = (number of equipment violations/ number of stops) * 100

License rate = (number of license violations/ number of stops) * 100

Investigative rate = (number of investigative stops/ number of stops) * 100

Result of Stop

Percent citation = (number of citations/ total number of citations) * 100

Percent warning = (number of warnings/ total number of warnings) * 100

Percent no action = (number no action/ total number no action) *100

Citation disparity index = (proportion of citations / proportion of stops). A value of 1 represents no disparity; values greater than 1 indicate over-representation, values less than 1 indicate under-representation.

Warning disparity index = (proportion of warnings / proportion of stops). A value of 1 represents no disparity; values greater than 1 indicate over-representation, values less than 1 indicate under-representation.

No action disparity index = (proportion of no action / proportion of stops). A value of 1 represents no disparity; values greater than 1 indicate over-representation, values less than 1 indicate under-representation.

Citation rate = (number of citations/ number of stops) *100

Warning rate = (number of warnings/ number of stops) *100

No action rate = (number no action/ number of stops) * 100

Number of Traffic Stops – Beat by Time of Day and Day of Week

	N Stops: 2017-2019	Average Percentage of Stops: 2017-2019	Beat 11	Beat 12	Beat 13	Beat 21	Beat 22	Beat 23	Beat 31	Beat 32
All Traffic Stops	78,118									
Sunday	5155	6.60%	6.37%	5.07%	6.45%	6.27%	7.85%	7.66%	7.57%	6.44%
Monday	9628	12.30%	13.73%	11.20%	11.51%	14.12%	12.57%	11.67%	10.92%	13.89%
Tuesday	11158	14.31%	14.69%	15.45%	15.10%	15.78%	13.45%	14.56%	11.50%	14.67%
Wednesday	15137	19.37%	19.47%	21.16%	20.90%	17.87%	18.40%	17.81%	18.38%	19.22%
Thursday	14673	18.79%	17.77%	20.10%	19.45%	18.85%	17.12%	18.52%	19.44%	17.84%
Friday	13065	16.73%	15.78%	17.22%	15.34%	16.20%	18.56%	17.32%	17.80%	16.87%
Saturday	9302	11.89%	12.19%	9.81%	11.25%	10.91%	12.04%	12.45%	14.39%	11.07%
Midnight – 3am	13506	17.25%	15.32%	18.17%	16.14%	10.68%	8.19%	10.10%	9.51%	9.59%
3am – 6am	2474	3.16%	28.57%	27.18%	22.42%	31.32%	20.18%	22.71%	23.47%	29.08%
6am – 11am	10221	13.10%	10.77%	10.85%	8.13%	9.40%	10.86%	8.55%	8.56%	11.72%
11am – 5pm	20157	25.84%	26.54%	32.31%	29.96%	29.00%	37.66%	36.23%	31.69%	30.93%
5pm – 7pm	7642	9.78%	15.64%	9.34%	18.95%	16.41%	19.32%	18.82%	24.39%	14.97%
7pm - Midnight	24118	30.87%	3.16%	2.14%	4.39%	3.19%	3.80%	3.59%	2.38%	3.72%
00:00 Hour	5851	7.49%	6.39%	4.36%	7.63%	6.50%	8.81%	8.63%	11.44%	5.82%
01:00 Hour	5326	6.80%	6.40%	3.58%	7.34%	6.79%	7.18%	7.38%	9.68%	5.64%
02:00 Hour	2329	2.97%	2.85%	1.40%	3.98%	3.12%	3.33%	2.81%	3.27%	3.52%
03:00 Hour	1099	1.40%	1.31%	0.94%	2.16%	1.31%	1.67%	1.40%	1.19%	1.53%
04:00 Hour	775	0.99%	0.97%	0.63%	1.28%	1.19%	1.48%	1.22%	0.67%	1.10%
05:00 Hour	600	0.76%	0.88%	0.56%	0.96%	0.70%	0.64%	0.98%	0.52%	1.08%
06:00 Hour	528	0.67%	0.79%	1.63%	0.56%	0.54%	0.39%	0.44%	0.30%	0.28%
07:00 Hour	1149	1.47%	2.58%	2.16%	1.19%	0.96%	0.98%	0.66%	0.81%	0.95%
08:00 Hour	2352	3.03%	3.74%	2.97%	5.84%	1.68%	2.25%	2.15%	1.66%	1.90%
09:00 Hour	2816	3.61%	4.00%	5.28%	3.76%	3.22%	2.50%	2.91%	2.86%	2.80%
10:00 Hour	3376	4.33%	4.21%	6.14%	4.79%	4.28%	2.07%	3.94%	3.89%	3.65%
11:00 Hour	2796	3.60%	3.52%	4.66%	3.43%	3.08%	2.18%	3.40%	3.57%	3.92%
12:00 Hour	3258	4.19%	3.40%	4.40%	3.59%	4.29%	4.42%	4.38%	4.66%	5.27%
13:00 Hour	3314	4.26%	4.13%	4.48%	3.38%	5.18%	4.15%	3.68%	4.30%	5.15%
14:00 Hour	3716	4.76%	5.10%	4.52%	4.29%	5.86%	3.66%	4.36%	4.76%	5.25%
15:00 Hour	3480	4.47%	4.95%	4.36%	4.38%	5.32%	3.44%	3.92%	3.84%	5.29%
16:00 Hour	3593	4.58%	7.48%	4.76%	3.36%	7.59%	2.33%	2.97%	2.34%	4.20%
17:00 Hour	2854	3.66%	4.12%	3.26%	3.03%	3.96%	3.89%	2.74%	3.51%	4.97%
18:00 Hour	4788	6.12%	6.64%	7.59%	5.10%	5.44%	6.97%	5.81%	5.05%	6.75%
19:00 Hour	4926	6.32%	5.65%	8.98%	4.68%	5.64%	7.23%	6.28%	5.93%	6.90%
20:00 Hour	4458	5.70%	4.38%	7.69%	5.17%	6.09%	6.46%	6.05%	5.34%	5.99%
21:00 Hour	3299	4.24%	3.76%	5.52%	3.77%	3.80%	4.85%	5.08%	3.77%	4.07%
22:00 Hour	5670	7.24%	6.71%	5.51%	7.71%	6.73%	9.13%	9.00%	7.84%	7.20%
23:00 Hour	5765	7.37%	6.04%	4.61%	8.63%	6.73%	9.98%	9.82%	8.82%	6.77%

Number of White Traffic Stops by Gender

		All Stops	White Stops	White Men	White Women
2012	N	27,720	24,284	14,802	9,482
	Percentage		87.60%	53.39%	34.21%
	Disparity		0.97	1.25	0.74
	Rate	20.78	20.18	21.69	12.88
2013	N	27,591	24,172	14,268	9,904
	Percentage		87.61%	51.71%	35.90%
	Disparity		0.97	1.21	0.78
	Rate	20.68	20.08	20.91	13.45
2014	N	25,440	22,098	13,085	9,013
	Percentage		86.32%	51.43%	35.43%
	Disparity		0.96	1.20	0.77
	Rate	19.07	18.36	19.18	12.24
2015	N	25,655	22,048	13,210	8,838
	Percentage		85.94%	51.49%	34.45%
	Disparity		0.95	1.20	0.75
	Rate	19.23	18.32	19.36	12.00
2016	N	26,201	22,532	13,262	9,270
	Percentage		86.00%	50.61%	35.26%
	Disparity		0.95	1.18	0.77
	Rate	19.64	18.72	19.44	12.59
2017	N	24,935	21,334	12,542	8,792
	Percentage		85.56%	50.30%	35.95%
	Disparity		0.95	1.18	0.76
	Rate	18.69	17.73	18.38	11.94
2018	N	28,440	24,001	13,778	10,223
	Percentage		84.39%	48.45%	35.95%
	Disparity		0.94	1.13	0.78
	Rate	21.32	19.94	20.19	13.88
2019	N	24,743	20,733	11,642	9,091
	Percentage		83.79%	47.05%	36.74%
	Disparity		0.93	1.10	0.80
	Rate	18.55	17.23	17.06	12.34

Number of Stops by Gender

		All Stops	Men	Women
2012	N	27,720	17,274	10,446
	Percentage		62.32%	37.68%
	Disparity		1.30	0.72
	Rate	20.78	26.69	14.81
2013	N	27,591	16,604	10,987
	Percentage		60.18%	39.82%
	Disparity		1.26	0.76
	Rate	20.68	25.65	15.58
2014	N	25,440	15,429	10,011
	Percentage		60.65%	39.35%
	Disparity		1.27	0.75
	Rate	19.07	28.84	14.19
2015	N	25,655	15,808	9,847
	Percentage		61.62%	38.38%
	Disparity		1.29	0.74
	Rate	19.23	24.42	13.96
2016	N	26,201	15,748	10,453
	Percentage		60.10%	39.90%
	Disparity		1.26	0.77
	Rate	19.64	24.33	14.82
2017	N	24,935	14,958	9,977
	Percentage		59.99%	40.01%
	Disparity		1.25	0.77
	Rate	18.69	23.11	14.15
2018	N	28,440	16,818	11,622
	Percentage		59.14%	40.86%
	Disparity		1.24	0.78
	Rate	21.32	25.99	14.48
2019	N	24,743	14,415	10,328
	Percentage		58.26%	41.74%
	Disparity		1.22	0.80
	Rate	18.55	22.27	14.64

Percentage of Stops Where Race of Driver was Identified Prior to Stop: 2012-2016

	2012	2013	2014	2015	2016	2017	2018	2019
White	17.3%	13.9%	12.7%	12.8%	10.5%	12.9%	13.4%	15.6%
African-American	16.2%	13.6%	13.8%	12.5%	11.4%	11.9%	11.2%	11.2%
Hispanic/Latino	9.7%	6.6%	8.3%	6.7%	5.6%	4.7%	5.4%	6.4%
Asian	3.8%	4.9%	3.6%	3.5%	2.9%	3.8%	4.2%	4.1%
Native American	3.8%	0.0%	0.0%	0.0%	3.8%	14.8%	4.2%	5.0%
Other	4.2%	5.0%	1.3%	6.0%	3.5%	5.1%	1.7%	4.3%

VSR

VEHICLE STOP INFORMATION	
DATE <u>mm</u> / <u>dd</u> / <u>yr</u>	TIME <u> </u> (military)
1 OFFICER ASSIGNMENT (Time of Stop) <input type="checkbox"/> General Patrol <input type="checkbox"/> Dedicated Traffic Enforcement <input type="checkbox"/> Special Assignment	
2 LOCATION OF STOP <input type="checkbox"/> Interstate Highway <input type="checkbox"/> U.S. Highway <input type="checkbox"/> State Highway <input type="checkbox"/> County Road <input type="checkbox"/> City Street <input type="checkbox"/> Other	
3 VIOLATION RESULTING IN STOP (√ all that apply) <input type="checkbox"/> Moving <input type="checkbox"/> Equipment <input type="checkbox"/> License/Registration <input type="checkbox"/> Investigative If an "investigative" violation, √ category of violation. <input type="checkbox"/> Call for Service <input type="checkbox"/> Officer Initiative <input type="checkbox"/> Detective or Crime Bulletin <input type="checkbox"/> Other	
4 DRIVER'S RACE/MINORITY STATUS (based only on visual observation after stop) <input type="checkbox"/> White <input type="checkbox"/> African-American/Black <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Other	
5 DRIVER'S AGE <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input type="checkbox"/> 40-64 <input type="checkbox"/> 65+	
6 DRIVER'S GENDER <input type="checkbox"/> Male <input type="checkbox"/> Female	
7 ZIP CODE OF DRIVER'S CURRENT RESIDENCE <u> </u>	
8 IS DRIVER A RESIDENT OF LAW ENFORCEMENT AGENCY'S JURISDICTION? <input type="checkbox"/> Yes <input type="checkbox"/> No	
9 WAS A SEARCH INITIATED? <input type="checkbox"/> Yes <input type="checkbox"/> No If YES, probable cause/authority for search. √ all that apply. <input type="checkbox"/> Consent <input type="checkbox"/> Reasonable suspicion-weapon (terry stop) <input type="checkbox"/> Incident to arrest <input type="checkbox"/> Plain View Contraband <input type="checkbox"/> Other <input type="checkbox"/> Drug Dog Alert <input type="checkbox"/> Inventory <input type="checkbox"/> Drug/Alcohol Odor	
10 WHAT WAS SEARCHED? <input type="checkbox"/> Driver Only <input type="checkbox"/> Property Only <input type="checkbox"/> Driver and Property	
11 DURATION OF SEARCH <input type="checkbox"/> 0-15 minutes <input type="checkbox"/> 16-30 minutes <input type="checkbox"/> 31+ minutes	
12 WAS CONTRABAND DISCOVERED? <input type="checkbox"/> Yes <input type="checkbox"/> No If YES, type of contraband. √ all that apply. <input type="checkbox"/> Drugs/Paraphernalia <input type="checkbox"/> Alcohol <input type="checkbox"/> Currency <input type="checkbox"/> Weapon <input type="checkbox"/> Stolen Property <input type="checkbox"/> Other	
13 RESULT OF STOP <input type="checkbox"/> Citation <input type="checkbox"/> Warning <input type="checkbox"/> Custodial Arrest <input type="checkbox"/> No action <input type="checkbox"/> Other	
14 IF CITATION OR WARNING ISSUED, VIOLATION ALLEGED <input type="checkbox"/> Moving <input type="checkbox"/> Equipment <input type="checkbox"/> License/Registration	
15 IF ARREST MADE, CRIME/VIOLATION ALLEGED (√ all that apply) <input type="checkbox"/> Outstanding Warrant <input type="checkbox"/> Offense against person <input type="checkbox"/> Resisting Arrest <input type="checkbox"/> Drug Violation <input type="checkbox"/> DWI/BAC <input type="checkbox"/> Property Crime <input type="checkbox"/> Traffic Violation <input type="checkbox"/> Other	

Modified June 2019

VEHICLE STOP INFORMATION	
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6 DRIVER'S GENDER <input type="checkbox"/> Male <input type="checkbox"/> Female	
7 ZIP CODE OF DRIVER'S CURRENT RESIDENCE <u> </u>	
8 IS DRIVER A RESIDENT OF LAW ENFORCEMENT AGENCY'S JURISDICTION? <input type="checkbox"/> Yes <input type="checkbox"/> No	
9 WAS A SEARCH INITIATED? <input type="checkbox"/> Yes <input type="checkbox"/> No If YES, probable cause/authority for search. √ all that apply. <input type="checkbox"/> Consent <input type="checkbox"/> Reasonable suspicion-weapon (terry stop) <input type="checkbox"/> Incident to arrest <input type="checkbox"/> Plain View Contraband <input type="checkbox"/> Other <input type="checkbox"/> Drug Dog Alert <input type="checkbox"/> Inventory <input type="checkbox"/> Drug/Alcohol Odor	
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